

2.)

# FREEBOARD VERIFICATION FORM FOR STEAMERS.

*Newcastle* When received in London Office

Name *S. S. "Nether ton"*

No.  No. in Reg. Book *23/621*

Registry (For Foreign Vessels)

Steel *Steel* State whether Classed by Lloyd's Register *Contemplated*

Owners \_\_\_\_\_ Date of Verification \_\_\_\_\_

I have to report that the Freeboard from the centre of disc to the top of the deck line, and the lines in connection therewith, as given below, assigned Committee to this vessel, have been correctly marked on the vessel's sides, in accordance with the printed instructions:—

Distance from centre of disc to top of statutory deck line	<i>6</i> ft. <i>10</i> ins.
Distance from centre of disc to top of statutory deck line at awning or part-awning deck	ft. ins.
Distance from fresh water line above centre of disc	<i>6</i> ins.
Distance from Indian Summer line above centre of disc	<i>5</i> ins.
Distance from Winter line below centre of disc	<i>5</i> ins.
Distance from Winter North Atlantic line below centre of disc	ins.
Distance between the top of statutory deck line on vessel's side and the intersection of the continuation of upper side of <del>wood or</del> iron deck with the vessel's side	at <del>main</del> , spar or <del>upper</del> dk. <i>2</i> ins.
	at awning or pt.-awning dk. ins.

NOTE.—It should be clearly shown whether the statutory deck line is set off from a wood or iron deck.

*Specifies to be sent to Sur. today*

*JRS 19.1.05*

Surveyor.

(Filled up in London Office.)

Port No. \_\_\_\_\_ Date of Committee's Minute \_\_\_\_\_

Depth for record . . . . . ft. ins.

Readings compared and found correct by \_\_\_\_\_ date \_\_\_\_\_

Readings correct? Form for Certificate *A*

Remarks \_\_\_\_\_ date \_\_\_\_\_

Form written *19.1.05*

Noted for posting



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